

CHANGE WITHOUT LOSS

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CHANGE WITHOUT LOSS:

Residential Development  
and Preservation for  
San Francisco Neighborhoods

For:

The San Francisco Department  
of City Planning

Conducted at:  
College of Environmental  
Design,  
Department of Architecture,  
University of California,  
Berkeley.

Sponsored by:  
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Acknowledgement for  
information on historic  
development patterns in  
San Francisco:  
Anne Vernez-Moudon;  
"Urban Form and Change:  
San Francisco" (MIT, 1977),  
a NEA funded study.

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## BACKGROUND

In response to the concern expressed by many citizens over the impact of new housing on established neighborhoods, the San Francisco Department of City Planning has been working for over two years to restructure the City's residential zoning. Through a series of grants from the National Endowment for the Arts and the San Francisco Foundation and by the commitment of faculty and student resources, the Department of Architecture at UC Berkeley has served as consultant to the San Francisco Department of City Planning on the urban design portion of the zoning study.

The zoning maps initiated by the Planning Commission on May 20, 1976, had the effect of reducing the quantity of potential new housing allowed in the city. One premise of this report is that the relationship assumed by many between low density and neighborhood quality is not an absolute or direct one.

There are distinct qualitative issues that should be separated from the question of density. This document proposes new urban design requirements which will protect neighborhood character at least as vigilantly as the May 20th ordinances but which will permit some limited increases both in the size of the building envelope and in the density allowed in new development. The proposed increases in allowed density are recorded in the planning staff's zoning map revisions dated October, 1977, and, together with the proposed new rules, help to mitigate any negative effect of the May 20th zoning.

The May 20th zoning was admittedly interim legislation. Much has been learned during the intervening period and this report reflects new knowledge of both development and preservation considerations. The proposed urban design rules described and illustrated on the following pages demonstrate that the May 20th controls can be more finely adjusted to better achieve their intended goals of allowing some new development while preserving the physical character of older San Francisco neighborhoods.

## INTRODUCTION

The topics in this section of the report deal with the physical character of neighborhoods in San Francisco. In each case, brief background material is provided to establish an understanding of the precedent which the proposed urban design rule intends to honor.

The various urban design rules are used in combination to guide new development and to prevent the abuses which motivated the May 20th zoning. In most instances, the May 20th zoning discouraged

combined lots and encouraged the formation of single lots. In the rules proposed in this booklet, the requirements for separate lots are not substantially different from present requirements. However, combined lots, which permit the potential savings of shared parking and circulation, are now subject to a more stringent set of design controls meant to maintain the traditional scale and character of San Francisco neighborhoods.

The specific physical nature of San Francisco housing sites varies greatly, therefore developers are offered a choice among two rules of similar intent in several instances. In RM (mixed house and apartment) districts the choice is from a list of six rules, the intent being to allow greater flexibility in the form which new development may take. This variety is in keeping with the mixed character of most RM districts.

The charts which follow illustrate the required rule packages for four zoning districts and outline the options available to a developer.

## RH2



2 Dwelling Units Per Lot



### ALTERNATIVES

**A** For SEPARATE LOTS  
The Following Rule  
Is Required:

★ Limited Curb Cut  
(Rule I)

**B** For COMBINED LOTS  
With Shared Parking  
or Circulation  
The Following Rules  
Are Required:

★ Limited Curb Cut  
(Rule I)

★ Step With Slope  
(Rule II)  
or  
Facade Variation  
(Rule III)

★ Separate Entry  
(Rule IV)  
or  
Landscaped Area  
(Rule V)

## RH3



3 Dwelling Units Per Lot



### ALTERNATIVES

**A** For SEPARATE LOTS  
The Following Rule  
Is Required:

★ Limited Curb Cut  
(Rule I)

**B** For COMBINED LOTS  
With Shared Parking  
or Circulation  
The Following Rules  
Are Required:

★ Limited Curb Cut  
(Rule I)

and any 2  
of the following 3:

★ Step With Slope  
(Rule II)  
or Facade Variation  
(Rule III)

★ Separate Entry  
(Rule IV)  
or Landscaped Area  
(Rule V)

★ RH-2: Height Limit  
(Rule X)

# RM 1



1 Dwelling Unit  
Per 800 sq.ft. Of Site



Any 3 Of The Following  
6 Rules Are Required:

# RM 2



1 Dwelling Unit  
Per 600 sq.ft. Of Site:



Any 4 Of The Following  
6 Rules Are Required:



- ★ Limited Curb Cut  
(Rule I)
- ★ Step With Slope  
(Rule II)
- ★ Facade Variation  
(Rule III)
- ★ Separate Entry  
(Rule IV)
- ★ Landscaped Area  
(Rule V)
- ★ Upper Story Set Back  
(Rule XI)  
only appropriate for  
buildings of 40'  
height or less.

## NOTE:

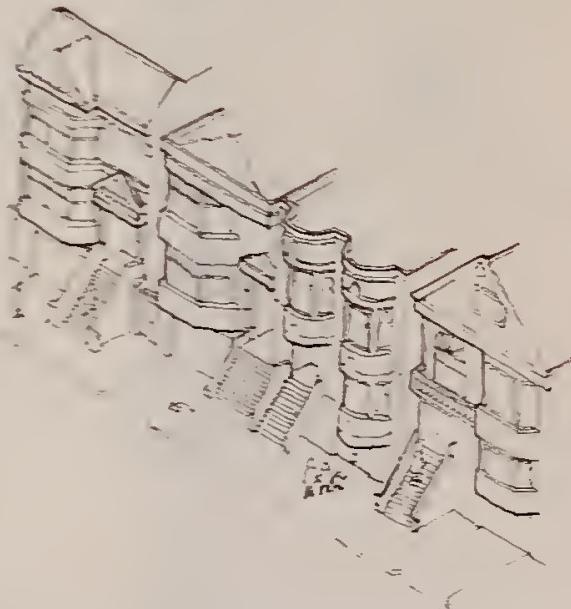
The text of proposed urban  
design rules listed in these  
charts appear on pages 28-30.

TOPIC:

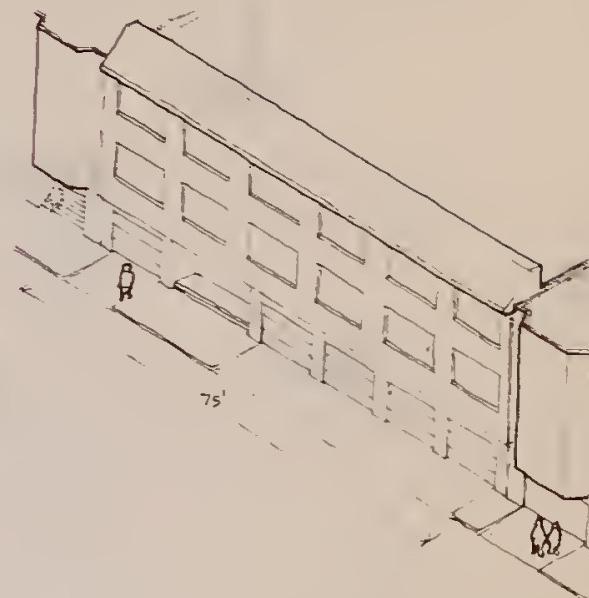
CURB CUT & ON-STREET PARKING

BACKGROUND:

TRADITIONAL:

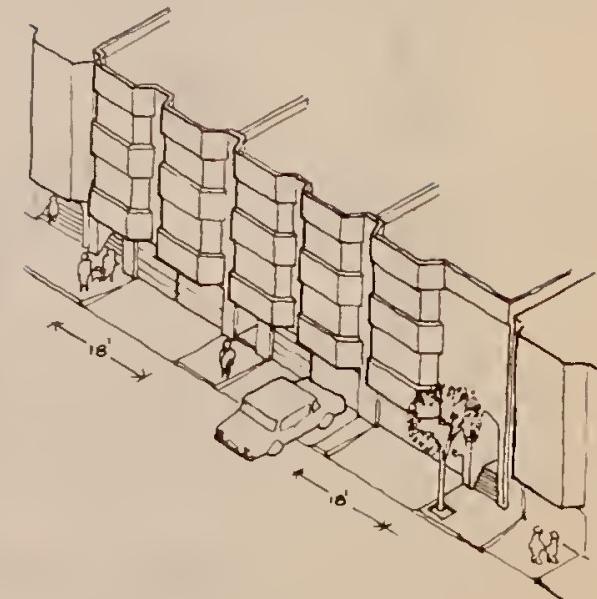


PRE 1976:



The base, garage and curb cuts: The loss of On-Street Parking:

May 20, 1976:



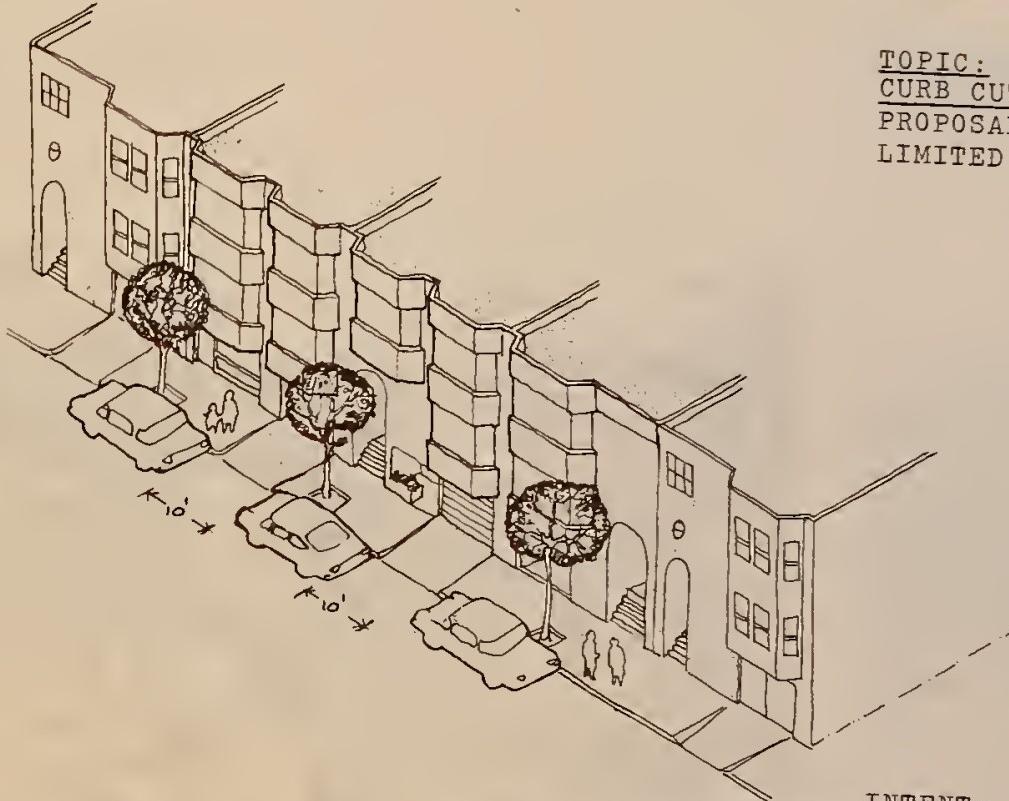
Curb cuts not considered:

The historic development pattern in San Francisco is that the base (a level building platform) was developed to receive the standardized Victorian house. The base easily adapted for use as a garage, and this change, together with the city's traditional lot size, established a characteristic pattern of one curb cut every 25'-35'.

The San Francisco building code requires a separate automobile entrance for each 3000 sq.ft. of wood frame construction. This requirement, together with combined lots resulted in rows of unsightly garage doors and continuous curb cuts. Consequently, on-street parking was eliminated and the opportunity for street trees was greatly diminished.

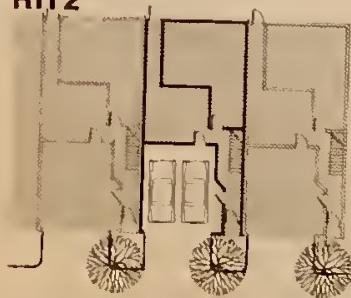
By allowing 20' of curb cut per 25' lot in RH districts, the May 20th controls do not encourage the return of on-street parking. In addition, there is still little opportunity for street trees and ground level landscaping. Entry ways are typically kept to a 5' width and the base is dominated by the automobile.

TOPIC:  
CURB CUT & ON-STREET PARKING  
PROPOSAL:  
LIMITED CURB CUT

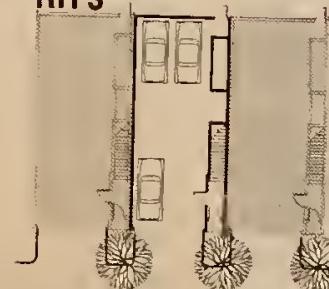


MAY 20, 1976:

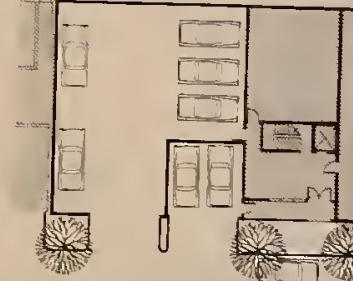
RH 2



RH 3

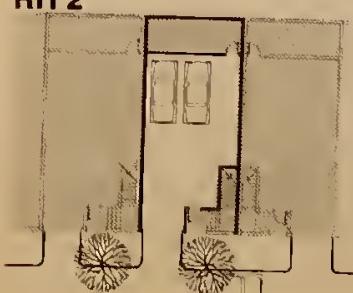


RM

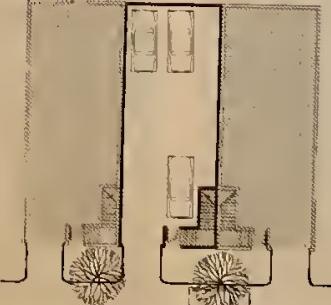


PROPOSED CURB CUT RULE:

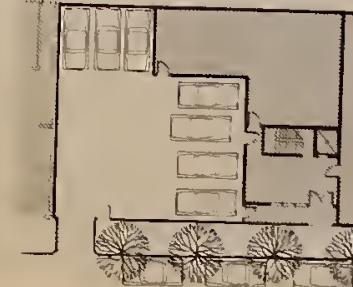
RH 2



RH 3



RM



#### INTENT:

The intent of the proposed rule for limited curb cuts is to minimize sidewalk interruptions, to maximize on-street parking, and to allow greater opportunity for street trees, ground level landscaping and entry ways.

#### RULE SUMMARY:

This rule limits curb cuts to 10' per 25' lot or per 3000 sq.ft. of parking area.

#### APPLICATION:

The rule applies in RH districts both with separate lots and with combined lots for shared parking and circulation. In RM districts it is one of 6 rules from which the developer is to choose a specified number.

TOPIC: LAND AGGREGATION  
BACKGROUND:

TRADITIONAL:



Individual houses on 25 ft Lots:

The original Spanish land divisions established a gridiron block pattern and led to a standard 25' lot width in San Francisco. Since each lot owner controlled the specific character of each particular house, the street became an aggregation of individual facades rather than a continuous composition.

PRE 1976:



Apartments and Flats on Parking Garages:

In many areas of the city increased automobile ownership, economic constraints, zoning standards, and code requirements created an incentive for developers to acquire contiguous properties, demolish existing buildings, merge lots, and erect new structures which were completely different in scale and character from those of existing San Francisco neighborhoods.

MAY 20, 1976:



Lot Subdivision and Decreased Density:

The new controls created an incentive in RH districts to subdivide to 25' lot width and placed a penalty on land aggregation. In addition, allowable densities were lowered across much of the city. These controls had the effect of protecting traditional scale, but they did not allow the potential savings of shared parking and circulation.

TOPIC: LAND AGGREGATION  
PROPOSAL:  
FAÇADE VARIATION



INTENT:

The intent of the urban design rule for facade variation is to retain traditional character in the placement of public facades and to maintain the appearance of the 25'-35' lot unit. The precedent for facade variation is the way in which the wood frame house on the 25' lot was designed to obtain light for the inner rooms. The result is a rich vocabulary of niches and plane changes which help to establish the scale of the San Francisco row house.

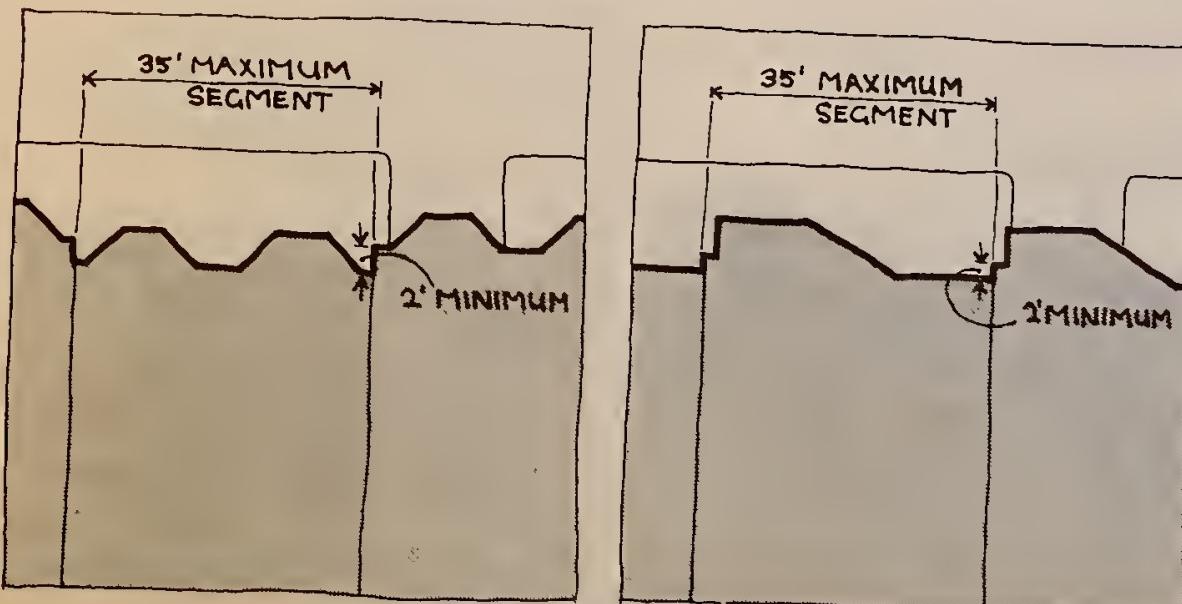
RULE SUMMARY:

This rule requires that new development provide a pattern of set backs every 35' (see illustrations for example).

APPLICATION:

The rule imposes only slight increases in costs. It is applied when lots are combined for shared parking and circulation. In RH districts, it is required on combined flat sites.

In RM districts it may apply to both flat and sloping sites.



TOPIC: LAND AGGREGATION  
PROPOSAL: STEP WITH SLOPES



**INTENT:**

The intent of the proposed urban design rule for stepping with the slope is to insure that new development expresses the traditional 25' lot unit. The precedent for stepping with the slope is the way in which a grid pattern of streets was imposed upon the San Francisco hills and by the systematic way in which houses were built upon them almost as if they did not exist. The result is a strong expression of the 25'-35' lot unit.

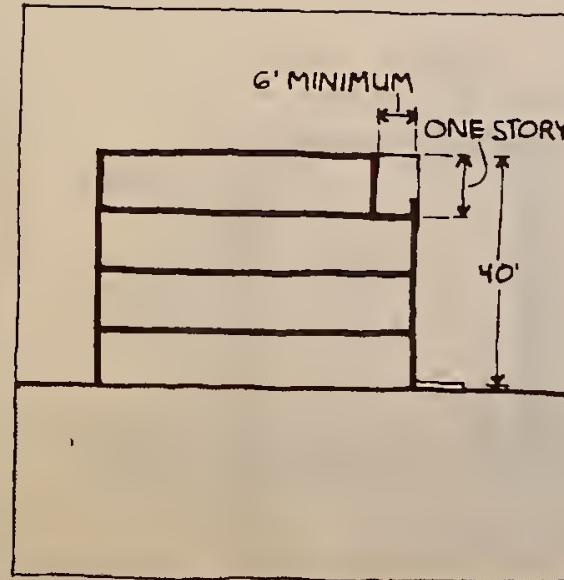
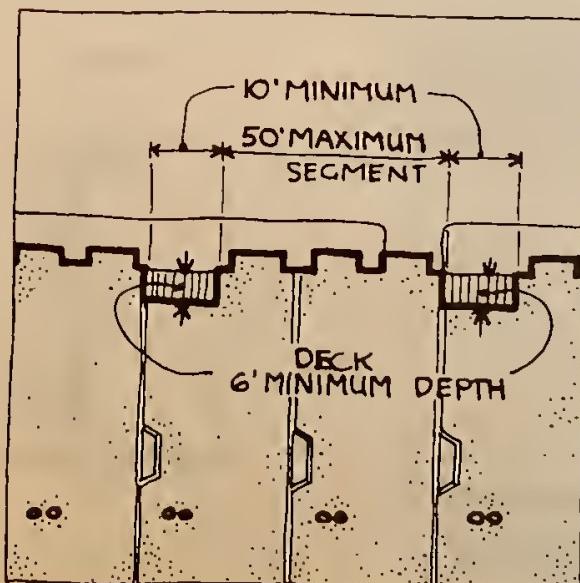
**RULE SUMMARY:**

This rule requires that a building's roof line and floor line step with the slope each 25' to 35' of building width.

**APPLICATION:**

The rule imposes significant cost increases. It is applied only when the potential savings of shared parking and circulation are allowed. In RH districts, it is required on all combined sloping sites. On sloping sites in RM districts, however, a choice is offered between stepping with the slope and facade variation, the rule described on the following page.

TOPIC: LAND AGGREGATION  
PROPOSAL:  
UPPER STORY SET BACKS



**INTENT:**

The intent of the proposed urban design rule for upper story set backs is to break the cornice line on buildings 40' or less in height and to protect the varied character of RM districts.

**RULE SUMMARY:**

This rule requires the upper story of buildings to have a set back of prescribed minimum dimensions every 50' of width.

**APPLICATION:**

The rule applies in RM districts to buildings 40' or less in height.

## STREET FAIRY & BUILDING BASE

DATA SOURCE:

TRADITIONAL:



STOOP ENTRIES

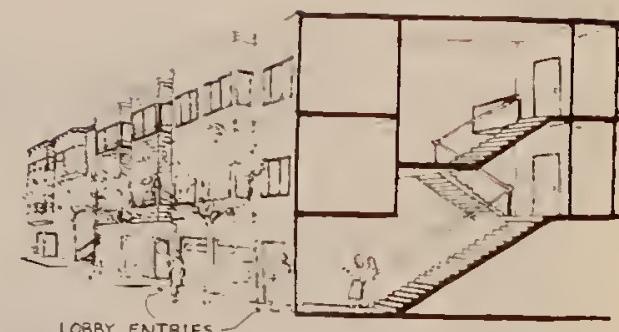
Individual Entries and Varied Bases:

PRE 1976:



Fewer Entrances for People  
and Larger Entrances for  
Automobiles:

MAY 20, 1976:



Indirect Control Through  
Reduced Density:

A major characteristic of row house development in San Francisco is either a separate entrance for each dwelling unit or a short exterior stair shared by two or three units. These stairs and entry ways enliven streetscapes and occasionally are effective in creating small spaces suitable for landscaping.

Centralized lobbies and corridors in newer buildings meant fewer entrances and a loss of row house character. Rows of garage doors on the street were a result of combined lots and of a lack of control on continuous curb cuts. Opportunity for landscaping disappeared and street quality suffered.

A weakness of the May 20th zoning controls is illustrated by a typical developer plan for RH-2 and RH-3 districts which keeps the entry stair away from the street and provides a centralized lobby. The buildings conform to the zoning, but there is little retention of traditional entry and front landscaping patterns.



**INTENT:**

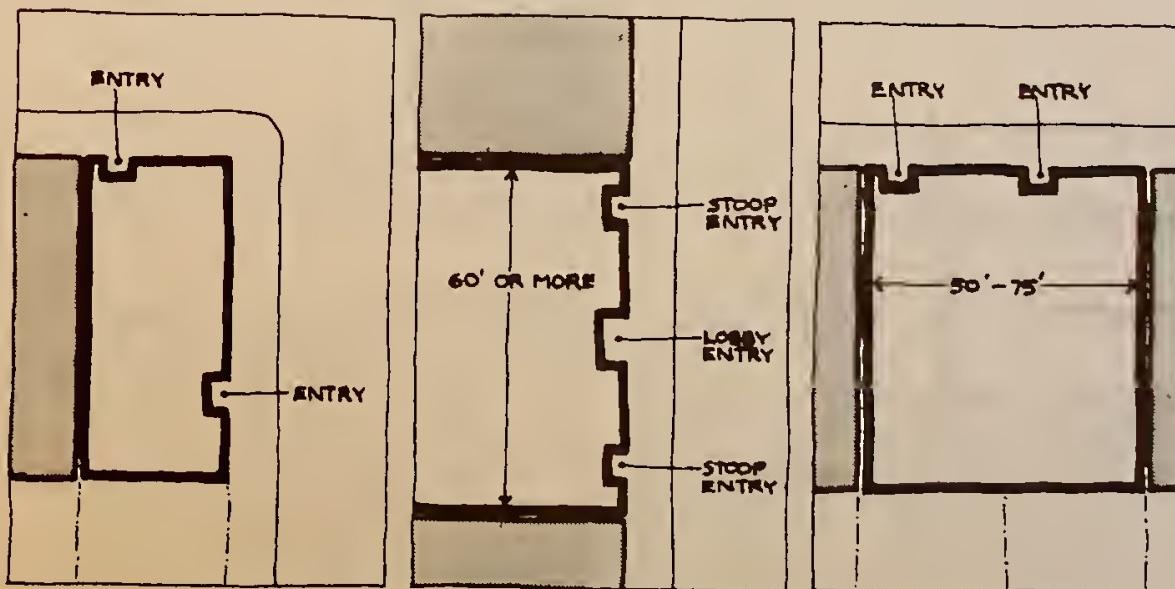
The intent of the proposed rule for separate entry is to maintain traditional entry patterns in RH districts while allowing for the potential savings of shared parking and circulation. In RM districts, the intent is to animate the base of apartment buildings and to reduce their apparent scale.

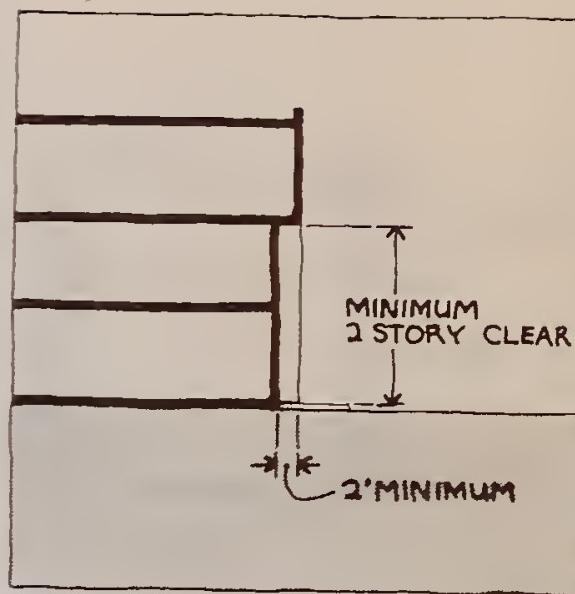
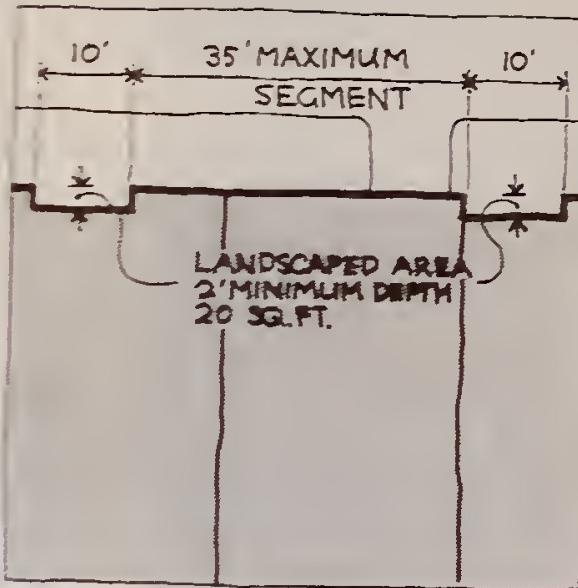
**RULE SUMMARY:**

This rule limits the number of units that can be entered from a common enclosed lobby or vestibule and requires a separate street entrance every 35'. Corner buildings shall have entrances on both public facades.

**APPLICATION:**

The rule only applies when there is shared parking and circulation. It varies slightly with the different zoning districts; In RH districts, it is offered as an alternative to the landscaped area rule described on the following page and, in RM districts, it is one of 6 rules from which the developer is to choose a prescribed number.





#### INTENT:

The intent of the proposed urban design rule for landscaped space is similar to that for entry. It is meant to encourage more interesting and attractive street level facades.

#### RULE SUMMARY:

The rule requires a street level landscaped area of certain minimum dimensions every 35'.

#### APPLICATION:

The rule applies only when there is shared parking or circulation. In RH districts it is offered as an alternative to the entry rule. In RM districts it is one of 6 rules from which the developer is to choose a prescribed number.

Much of the effort by the San Francisco Department of City Planning over the past several years concerned with residential zoning has dealt with the issue of building bulk. Since 1973 there have been a series of revisions to the rules governing lot coverage and open space. The intent of these revisions has been to prevent the construction of intrusive, bulky apartment buildings in places they are not appropriate. The following section traces the evolution of these rules and proposes further refinements intended to permit the most flexible building envelope consistent with the principal of neighborhood preservation.

TOPIC: BUILDING BULK

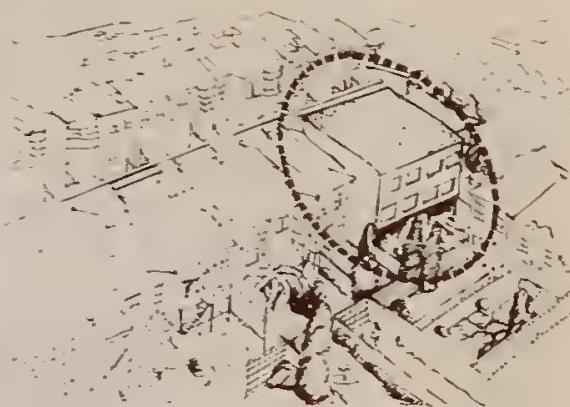
BACKGROUND:

TRADITIONAL:



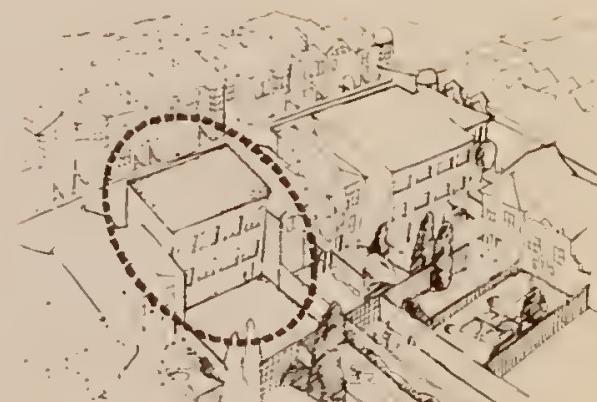
Uniformity and Diversity:

PRE 1973:



A Loss of Uniformity:

1973 INTERIM:



A City-Wide Restriction on Coverage:

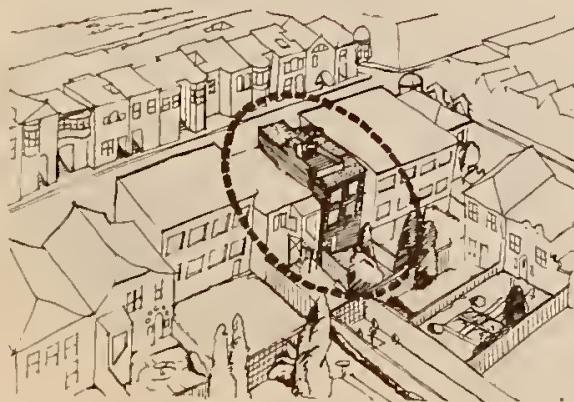
San Francisco was traditionally perceived as having uniform building bulk and depth in individual blocks. There was, however, a great deal of diversity among different sections of the city.

In new development prior to the 1973 Interim Zoning, a mix of larger buildings with smaller rear yards were permitted within blocks, without regard for the size of neighboring structures.

The 1973 Interim Zoning reduced lot coverage to 55% in all residential areas of the city but without an accompanying reduction in allowable density. No allowance was made for the existing context in which new development occurred and the zoning envelope encouraged a "cracker box" type building. Often the required open space was not usable space.

TOPIC: BUILDING BULK  
BACKGROUND:

MAY 20, 1976:

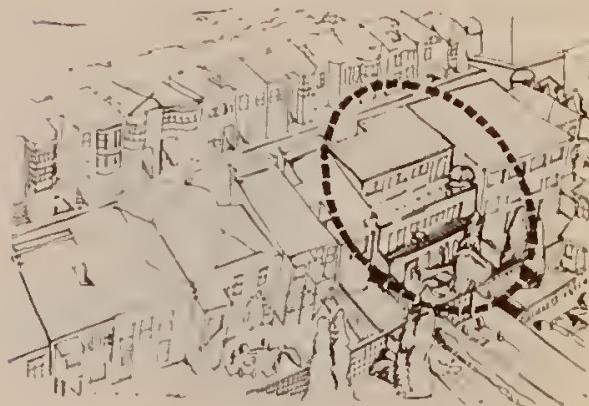


Context and Density:

Building Depth Averaging allows new development to reflect existing context. The accompanying reduction in density allows larger units more suited for families. The May 20th controls permit a greater variety of housing forms than had been possible under the 1973 Interim Zoning. They also encourage roof decks and balconies, making required open space usable. However, the faults of the May 20th

controls are that they do not allow enough coverage at ground level for such street-oriented amenities as individualized entry and landscaping along the front property line. In addition, allowable building bulk often does not allow enough garage area to develop to maximum density, and anomalous neighboring buildings often determine development rights. Refer to the Appendix, page 36.

TOPIC: BUILDING BULK  
PROPOSAL:  
INCREASED BUILDING ENVELOPE



**INTENT:**

The intent of the proposed rule for building bulk is to give sufficient ground level coverage for parking entrances, and landscaped areas while insuring respect for neighboring buildings. The proposed section on rear additions enables the development of decks, remodelings, and renovations.

**RULE:**

This rule allows more than 55% ground floor coverage and outlines a formula for determining the remainder of the building envelope as explained on the next page.

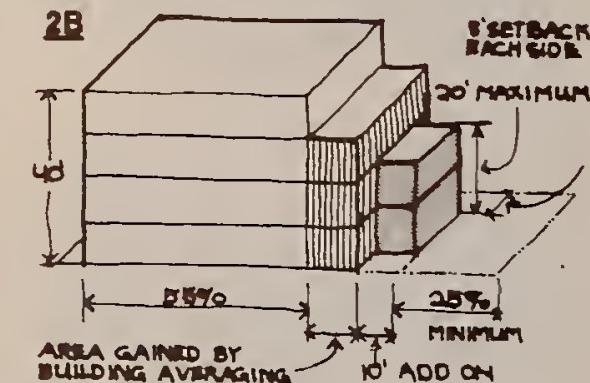
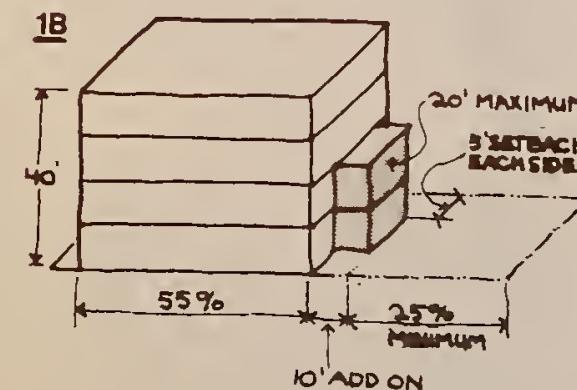
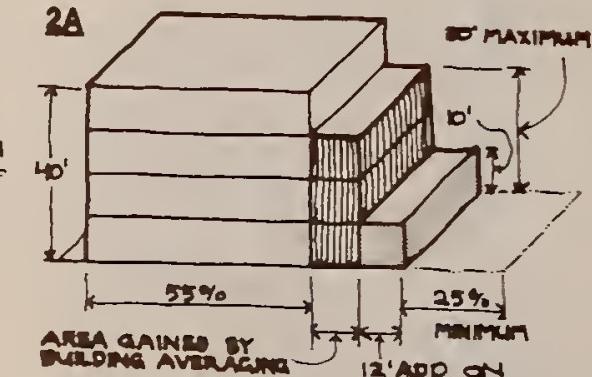
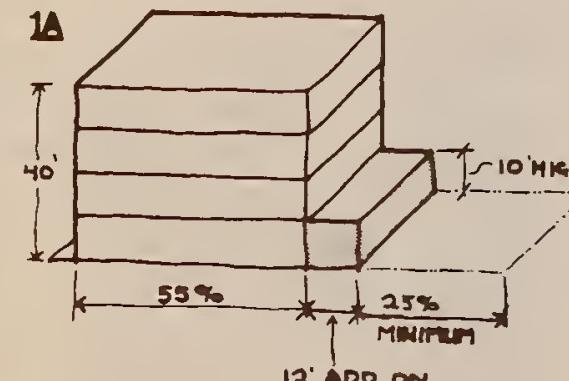
**APPLICATION:**

The rule applies to all development in all residential zoning districts.

TOPIC: BUILDING BULK

PROPOSAL:

INCREASED BUILDING ENVELOPE



Building envelope shall be determined in the following manner, with all measurements taken from the front property line unless otherwise noted:

1. Coverage of 55% shall be allowed for the building height permitted in each residential zoning district. Added coverage is allowed either as a 12' addition for the first 10' of the building height (1A), or as a 10' addition for the first 20' of the building height with a 5' set-back on the side property lines (1B). The rear yard must be a minimum of 25%.

2. When adjacent buildings exceed 55% of their coverage, new buildings may be the average of their depth. Height limit in the averaging zone is 30'. Added coverage is allowed either as a 12' addition for the first 10' of building height (2A) or as a 10' addition for the first 20' of building height with a 5' set-back on the side property lines (2B). The rear yard must be a minimum of 25%.

## VICTORIAN BAY WINDOWS

BACKGROUND:

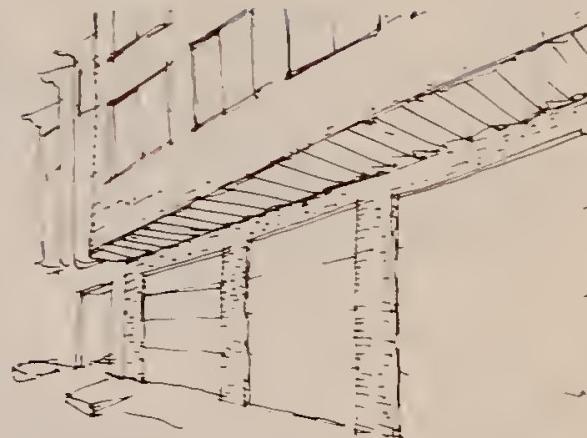
TRADITIONAL:



The search for light and views:

The bay window, one of the most characteristic elements of the Victorian house, became particularly advantageous in San Francisco. The standard 25' lot meant that little light was available to the sides of the house. The bay offered a means to open one end of a room to light. In addition, the projection of the bay increased the opportunity for viewing up and down the street.

PRE 1973:



Continuous Overhangs:

Because the bay offered an excellent means of expanding available floor area, many developers simply created continuous overhangs which were totally out of scale and character with traditional San Francisco bay windowed streets.

THE BAY WINDOW ORDINANCE  
JUNE, 1973



Legislating the Bay:

The Bay Window Ordinance restores a traditional element of the San Francisco cityscape. It restricts size and shape, the use of decorative features and minimum vertical clearance from the ground to the bay. The intent was correct, but the effect is often too restrictive, and many traditional forms are no longer possible. The 10' minimum vertical clearance causes developers to eliminate bays from the second floor to avoid the extra cost of building a parking level which is higher than required. Sloping sites, particularly corners, frequently acquire a high blank base.

TOPIC: BAY WINDOWS

PROPOSAL:

VERTICAL CLEARANCE TO BAY



INTENT:

The intent of the urban design rule regarding the minimum vertical clearance for bays is to encourage bays at all levels of occupancy and to allow the reduction of the height of parking levels.

RULE SUMMARY:

This rule reduces the required minimum clearance from 10' to 7'6" (as presently allowed for bays at the rear of buildings).

APPLICATION:

The rule applies to all development in all residential zoning districts.

PROPOSAL:

DECORATIVE FEATURES OF BAY



INTENT:

The intent of the urban design rule regulating continuous overhead projections is to allow architectural features such as cornices, belt courses, and sills now found on existing buildings of different styles and periods. Such decorative features are now unnecessarily restricted by the Bay Window ordinance.

RULE SUMMARY:

This rule permits continuous overhead projections of a purely decorative character.

APPLICATION:

The rule applies to all development in all residential zoning districts.

PROPOSAL:

SINGLE BAYS OR WIDE BAYS



INTENT:

The intent of the urban design rule concerning bay window width is to make wide bays, which are characteristic of several districts of the city such as the Marina or the Sunset, possible.

RULE SUMMARY:

This rule permits single bays with a maximum width of 20 ft.

APPLICATION:

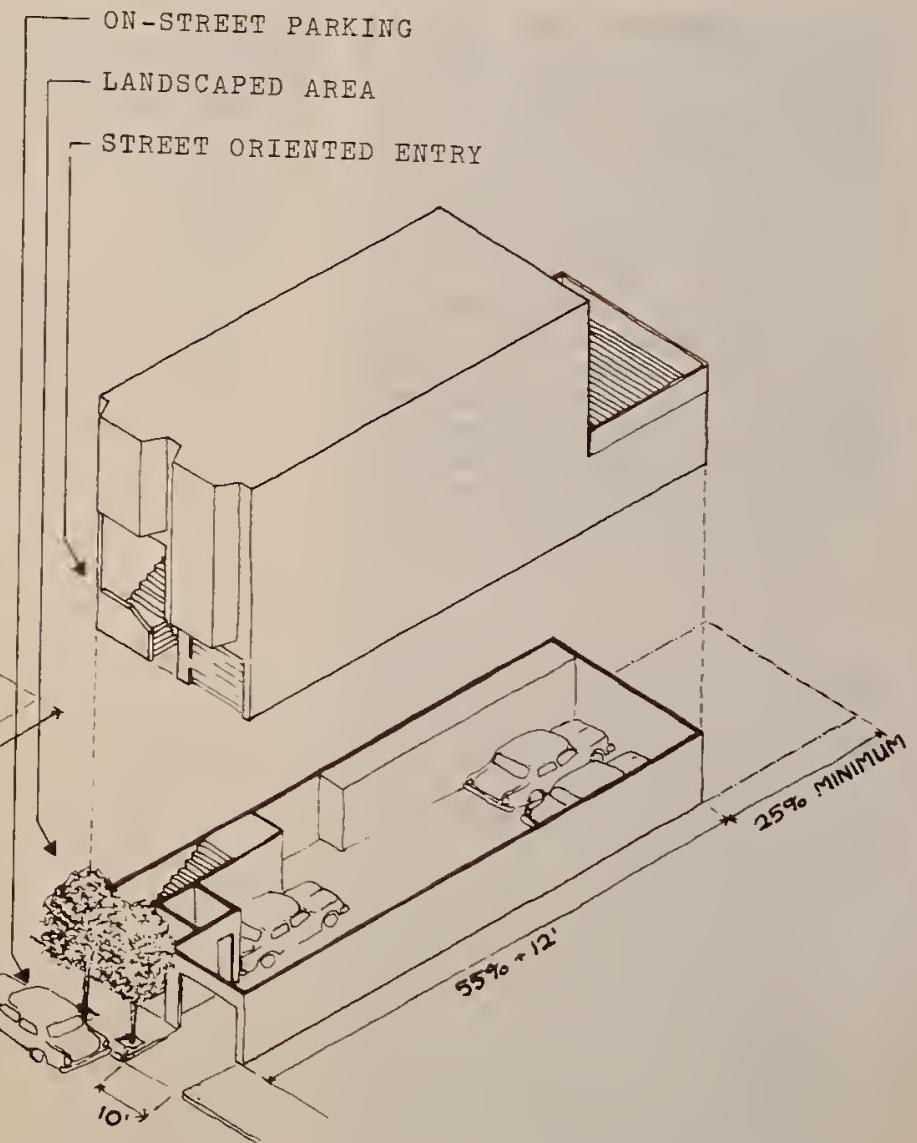
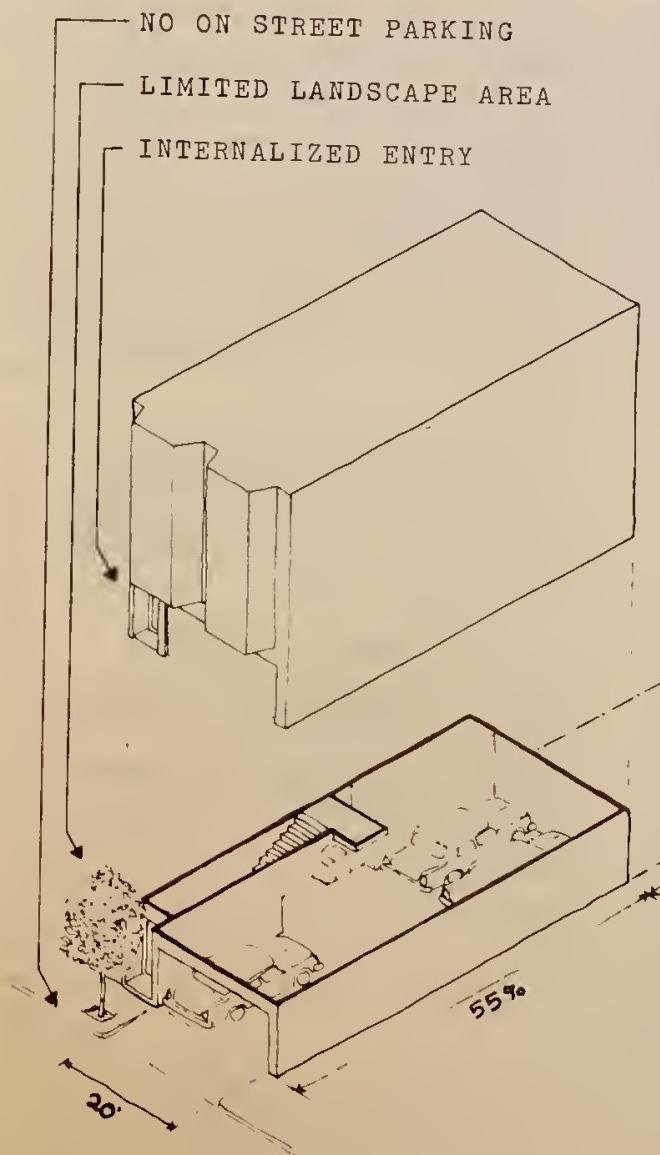
The rule applies only to development on single lots of 30' or less in width. It applies in all residential zoning districts.

## SECTION II

None of the topics presented in the first section of this report - Land Aggregation, Curb-Cuts and On-Street Parking, Entry and Building Base, Building Bulk, and Bay Windows - stands alone. There is a considerable amount of overlap among the effects of the various proposed urban design rules. Limited curb cuts, for example, may increase the amount of ground floor coverage required to provide off-street parking and makes more building width available for entry and landscaping. The rules for entry and landscaped area become then appropriate measures for insuring that the fronts of buildings are treated in a way that enhances the quality of the street.

The following section of this report illustrates how the urban design rules of the first section can be combined to work in concert, thereby creating a more humane and urban environment which is in harmony with the traditional physical patterns of San Francisco neighborhoods.

EXAMPLES OF  
URBAN DESIGN FEATURES  
INTERRELATING:



MAY 20th 1976 Urban Design  
Provisions:  
RH-3, ground floor plan

Proposed Urban Design Rules  
RH-3, ground floor plan

THE RULES:  
REVISED LEGISLATION

RULE I: LIMITED CURB CUT  
Lots of 15 ft. or less in width may not have more than 10 ft. of curb cut per lot. Where the property line at the street has a slope of 5% or less, curb cuts on adjacent lots shall be arranged so that a 20 ft. on-street parking place is provided between them. Lots wider than 15 ft. may not have more than one 10 ft. wide curb cut per 3000 sq.ft. of parking area, except where garages must provide for more than 50 cars.

RULE II: STEP WITH SLOPE  
Where the property line at the street has a slope exceeding 5%, roof lines and floor levels shall step with the grade each 35 ft. or less.

RULE III: FAÇADE VARIATION  
In RH districts where the property line at the street has a slope of 5% or less, the front or street façade(s) shall be designed in such a way that the plane of each 35 ft. of that façade is changed relative to adjoining portions by a minimum of 2 ft. The width of this change in plane shall be a minimum of 10 ft.

In RM districts, this rule may be followed even when there is a slope at the front property line which exceeds 5%.

In all cases, the vermin proof blind wall (required by the San Francisco Building Code) which is exposed by the set back must be finished with the materials of the front façade carried around the corner.

RULE IV: SEPARATE ENTRY

Varies per zoning district as follows:

RH-2 DISTRICTS: All dwelling units in a building can not be entered through a common, enclosed lobby or vestibule. RH-2 buildings on lots wider than 35 ft. shall have a separate street entrance for each 35' of building frontage.

RH-3 DISTRICTS: All dwelling units in a building can not be entered through a common, enclosed lobby or vestibule. Buildings on lots wider than 35 ft. shall have a separate street entrance for each 35 ft. of building frontage. On corner lots there shall be an entrance on each facade.

RM DISTRICTS: New development must conform to Part A or Part B as follows:

PART A: A separate street entrance shall be provided for each 35 ft. of building frontage. On corners there shall be an entrance on each facade.

PART B: Each two dwelling units facing the street on the lowest level of residential occupancy shall have a separate street entrance. On corners there shall be an entrance on each facade.

RULE V: LANDSCAPED AREA

There shall be an area with a minimum of 20 sq.ft. each 35 ft. or portion of 35 ft. at grade and on the street side of the building. This area shall have a minimum depth of 2 ft. and a minimum vertical clearance of 2 stories; it shall provide visible landscaping amenities to the public. The area must be provided with natural plants and/or decorative paving.

RULE VI: BUILDING ENVELOPE

Building envelope shall be determined in the following manner, with all measurements taken from the front property line unless otherwise noted:

- A. Coverage of 55% shall be allowed for the building height permitted in each residential zoning district;
- B. Rear yard averaging shall be used to establish the coverage allowed for that portion of the new structure between 55% and 75% of the lot depth; the height limit on this rear portion of the building shall be 30 feet;
- C. In addition to the rear building wall established by Rule VI-B, choice of one of the two following rules may be employed:
  - 1) An addition of no more than 12 feet in depth and 20' in height may be built on to the rear of a structure, provided this addition does not increase the depth of the building beyond the 75% line. The addition shall be no closer than 5 feet to any interior side lot line; or
  - 2) an addition may extend no more than 12 feet into the required open area, provided that this addition is no more than 10 feet above grade and does not increase the depth of the building beyond the 75% line.

RULE VIII: VERTICAL CLEARANCE

IN BAY WINDOWS

Projections from a structure such as bays and balconies are permitted over sidewalks, alleys, set backs and rear yards provided that they allow a minimum vertical clearance of 7 ft. 6 in. from the ground surface.

RULE VIII: DECORATIVE

FEATURES ON BAYS

On bays and balconies, continuous architectural features of a purely decorative nature such as cornices, eaves, sills, and belt courses shall be permitted.

RULE IX: WIDE BAYS

Projections from a structure such as bays and balconies shall have a maximum width of 20 ft. in cases where the lot width is 30 ft. or less. This rule applies only to separate lots.

RULE X: RH-2 HEIGHT LIMITS

New development in RH-3 districts with shared parking and circulation shall observe the height limits for RH-2 districts.

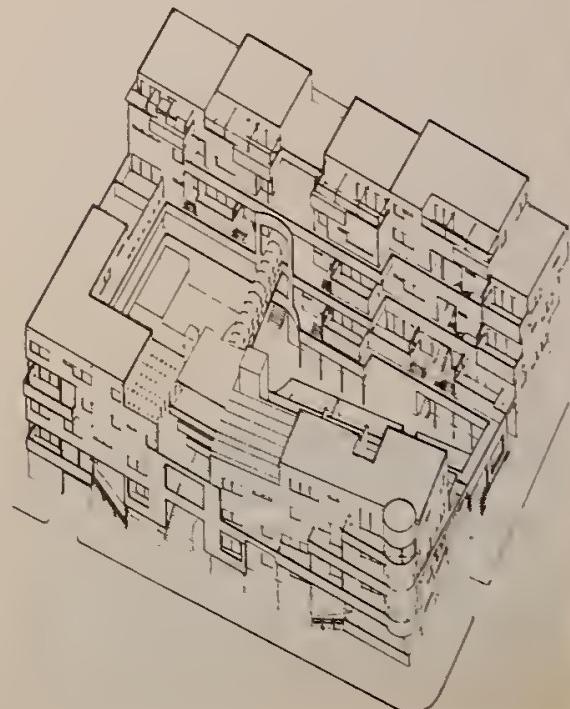
RULE XI: UPPER STORY SET

BACKS

In RM buildings which are 40 ft. in height or under, the top story must have a set back each 50 ft. of building width; this set back shall have a minimum width of 10 ft. and a minimum depth of 6 ft.

## ILLUSTRATIVE CASE STUDIES

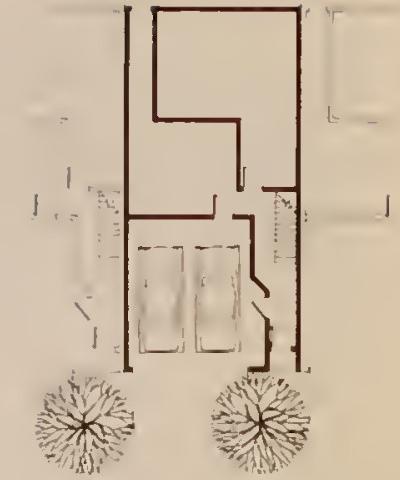
In order to illustrate buildings that would be permitted or encouraged under the new urban design rules, two typical lot types, flat and sloping, have been studied. Each site has been given a depth of 100 ft. to test minimum dimensions. The case studies for the two lot types compare possible development permitted at several different densities both under the present zoning ordinances and under the proposed urban design rules.



CASE STUDY:  
PE-1 SLOPING SITE

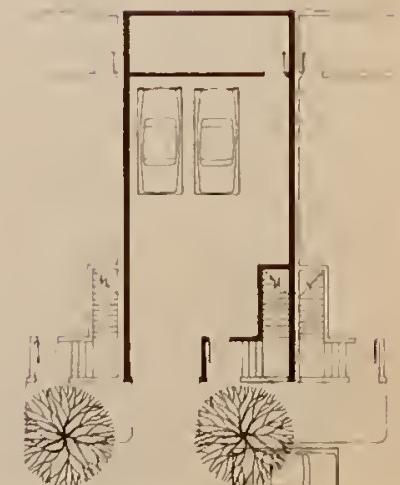
May 20th Provisions

Continuous curb cut usurps  
pedestrian and landscape space  
for automobiles and  
necessitates inefficient  
expensive parking schemes.

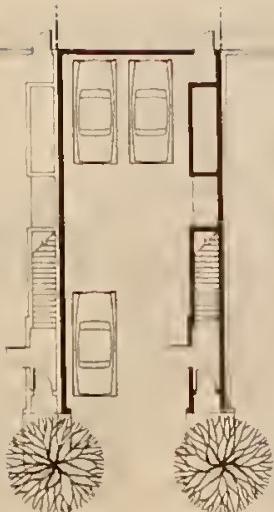


PE-2 Proposed Rules

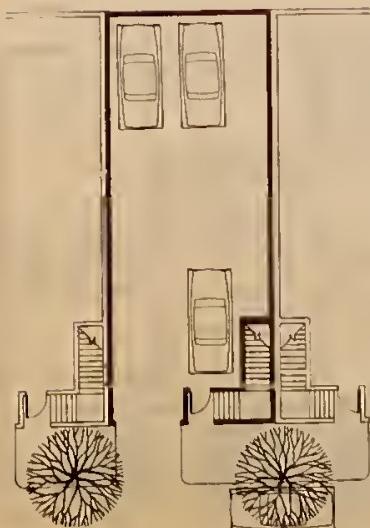
Case study permits efficiency  
of shared parking and  
rectifies problems of May 20th  
1976 zoning through  
application of  
Pole I Limited Curb Cut  
Pole II Step With Slope  
Pole III Separate Entries.



CASE STUDY:  
RH-3 FLAT SITE



May 20th, 1976 Provisions  
Continuous curb cuts and centralized lobby circulation creates building which is out of scale with RH-3 neighborhoods and which usurps pedestrian and landscape space for automobiles.

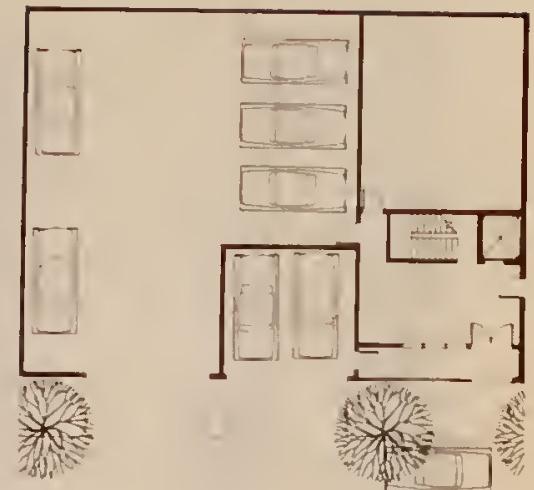


RH-3 Proposed Rules  
Case study permits efficiency of shared parking and rectifies problems of May 20, 1976 zoning through application of  
Rule I Limited Curb Cut  
Rule II Facade Variation  
Rule III Separate Entries.

CASE STUDY:  
RM-1 SLOPING SITE

May 20th 1976 Provisions

Combined lots, continuous curb cuts and centralized lobby circulation creates building which is out of scale with mixed neighborhood and which usurps pedestrian and landscape space for automobiles.

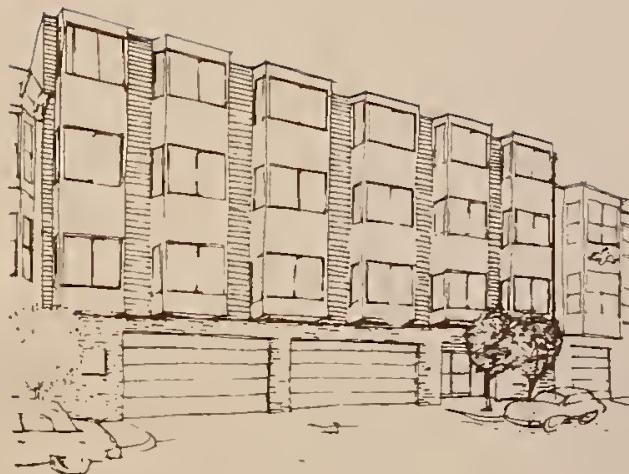
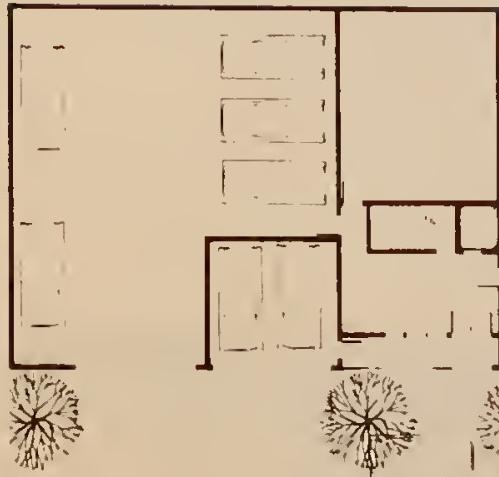


RM-1 Proposed Rules

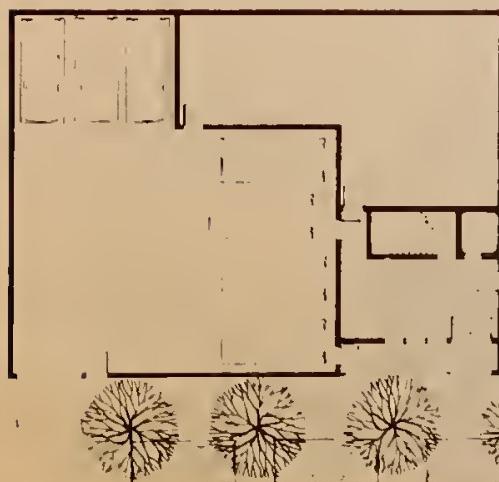
Case study rectifies problems  
of May 20th 1976 zoning  
through application of  
Rule I Limited Curb Cut  
Rule II Step With Slope  
Rule IV Separate Entries  
Rule XI Upper Story Set Backs.



CASE STUDY:  
RM-1 FLAT SITE



May 20th 1976 Provisions  
Combined lots, continuous curb cuts and centralized lobby circulation creates building which is out of scale with mixed neighborhood and which usurps pedestrian and landscape space for automobiles.



RM-1 Proposed Rules  
Case study rectifies problems of May 20th 1976 zoning through application of  
Rule I Limited Curb Cut  
Rule IV Separate Entries  
Rule V Landscaped Area  
Rule XI Upper Story Set Backs. 35

APPENDIX: BUILDING BULK  
BACKGROUND:

Building Depth Averaging:

The May 20th controls include a method for determining where required open space may be placed. The method is known as Building Depth Averaging and it relates allowable building depth to that of the depth of adjacent buildings.

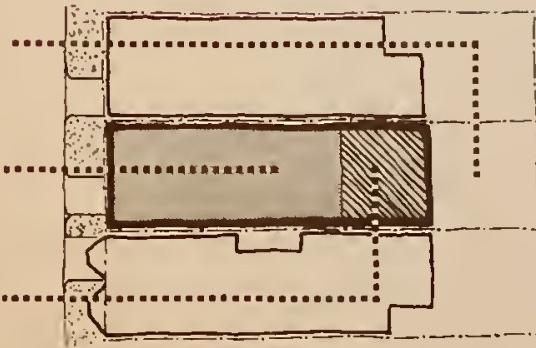
The procedure for Building Depth Averaging divides all residential sites into three parts, as illustrated in the accompanying drawings:

- (1) the front 55% of the site,
  - (2) the next 20% of the site,
  - (3) the rear 25% of the site.
- Development is allowed within the front 55% of the site without being affected by the depth of adjacent buildings. If adjacent coverage is deeper than the 55% line, development is allowed in the next 20% of the site up to a line which marks the average depth of the two adjacent buildings. Development is never allowed in the rear 25% of the site.

APPENDIX: BUILDING BULK EXAMPLES:

Definitions:

25% Rear Yard Minimum



55% Standard Building Area

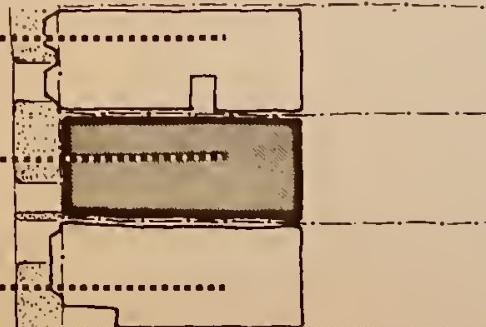
20% Rear Yard Averaging Area

Minimum Coverage:

55% Existing Coverage

55% Allowed Coverage

55% Existing Coverage

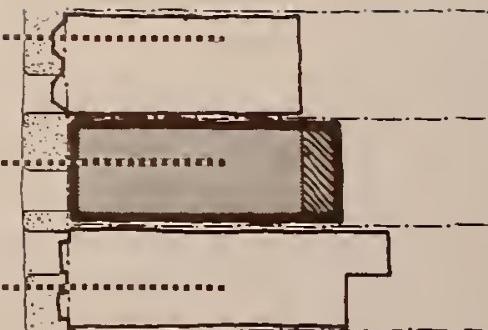


Typical Example:

55% Existing Coverage

65% Allowed Coverage

75% Existing Coverage



Maximum Coverage:

75% Existing Coverage

75% Allowed Coverage

75%+ Existing Coverage

